Thirdly, the member proposed that the following roads might be maintained by Government :

(*a*) Kozhenchery—Mannarkulanji road ;
(*b*) Mataman—Ittiyappara road, 3½ miles ;
(*c*) Peruchal—Utimudu road, 3 miles ;
(*d*) Utimudu—Kumpalampoika road, 1½ miles ;
(*e*) Malayalapuzha road, 5 miles ;
(*f*) Puthanpidika—Elathur road, 2 miles.

Another road to which the member made reference was the Pattanapuram-Ranni, Ranni-Manimala road, which crossed the Achankoil river and the Pampa river. The member stated that two bridges were necessary at these crossings, at the Kumpazha *Kadavu* and the Ranni *Attukadavu*.

Another bridge which was necessary and the necessity for which had already been brought to the notice of Government was the one at the Kaippattur *Kadavu* on the Pattanamtitta-Pandalam road. The construction of this bridge had to be attended to immediately. Another bridge was the one at the Vadasserikara *Kadavu* on the Mannarkulanji-Chittar road. Similarly, a bridge had been sanctioned over the Valiatodu north of the Ranni River, but the work was not yet commenced and not only that the ferry boats used at the place had been removed. As an immediate remedy instructions had to be issued at once for restoring the boats and the bridge might be constructed in due course. In conclusion the member requested that the road from Cheruvalli to Mundakayam *via* Vellanadi might be completed. This road furnished a very easy access through Central Travancore to Mundakayam.

DEWAN'S REPLY : Mr. Chacko, the Chief Engineer is already taking up the question of metalling the Pathanapuram-Manimala road. It is already metalled for the first fourteen miles, and the Chief Engineer has sent up an estimate for metalling miles 15 to 18 and he hopes to do it in the current year. Miles 20 to 24 are being gradually taken up.

You mentioned six roads beginning with the Kozhencheri-Mannarkulanji road. I cannot find that there is any correspondence on record on the subject. All these are purely local needs, and would ask you to consult the local Executive Engineer and to discuss the matter with him in the first instance.

As regards the widening of the Mavelikara-Sabarimala road it is maintained at present in a good condition for foot traffic. The bulk of the traffic on that road is during the Sabarimala pilgrimage and I understand that one of the necessary conditions of that pilgrimage is that it should be made on foot. That being so, it is hardly necessary to widen it.

Then you spoke of several bridges. The Chief Engineer says that most of these bridges are either desirable or necessary, but that they could not all be taken up at once. The Chief Engineer will draw up a systematic programme of works in respect of these bridges.

The other points that you mentioned will be considered.

The Assembly rose for lunch at 2-3 P. M. and re-assembled at 3-2 P. M.

36. Registry of lands.

MR. C. A. ANUMANTAKUDI MIRA ROWTHER (*Member, Peermade taluk*) said that the ordinary puduval rules should not be applied to the lands in the Peermade taluk. Local conditions had to be taken into account in determining the taravila on the lands in this taluk. The cultivators in this taluk had to encounter many obstacles which were unknown in the low-lying regions. Lands had therefore to be registered, so far as this taluk was concerned, at concessional rates of taravila.

The member next said that the Urumbikara Reserve in the Peruvantanam Pakuthi should be disafforested and assigned to native applicants.

As regards the cardamom plantations in Peermade, the member said that most of the estate-owners were put to considerable difficulty by the order prohibiting the registry of cardamom lands in the Vandanmettu and other pakuthies.

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To add to this a kind of infection had caught hold of the cardamom plants and most of the estates were already in a dying condition. As a means of reviving the cardamom industry, Government should devise measures for combating this disease and also order the assignment of lands to cardamom cultivators for erecting buildings, store-houses etc., and for their habitations.

DEWAN'S REPLY: Mr. Anumanthakudi Mira Rowther, you ask that greater facilities be given for registry of cardamom lands and that they should be given at reduced prices. These cardamom lands are very valuable lands, excellent lands, and Government will not be justified in selling them below their true value especially as we find these lands are all being taken up by non-Travancoreans from British Districts and Madura. Another difficulty is, these people being British Indian subjects, leave their taxes unpaid and go away from Travancore limits to British India and consequently Government find it impossible to realise their dues.

Another difficulty is that the Forest Department find it difficult to exploit forests and derive full benefit from them on account of the cardamom plantations. The Government have decided, for sufficient reason, to restrict registries here until complete communications are opened up in these areas.

As regards the Urumpikara reserve the question of its disafforestation is waiting until such time as I can go up and make a personal inspection of the reserves.

37. Means of communication in the eastern part of the Tiruvalla taluk.

MR. K. N. NILAKANTA KAIMAL (*Member, Tiruvalla taluk, Group I*) said that there were only 32 miles of Sirkar roads in the eastern parts of the Tiruvalla taluk, while the ryots' roads under departmental maintenance measured only about 80 miles. There would be ample facilities of communication in the locality if 30 more miles of roads were taken over for departmental maintenance. The roads that were to be taken over for maintenance were :—

(1) Jacob Road (Vaipur-Kottangal) 3 miles ;
(2) the road from Parakadavu to the junction of the Jacob road with the P. C. road.
(3) Mallapally-Turuthikad road ;
(4) the road from Kunnatanam to Nedungadapally.
(5) the road from Vayipur to Perumpetti market.
(6) the road from Punnaveli to Vaipur.

The member next stated that the department was not devoting proper attention to the construction of bridges and culverts on the ryots' roads or to their maintenance. The allotment for the maintenance of the roads might be raised to Rs. 250 per mile.

So far as rivers were concerned, the department had to take up at least one of the four bridges, at Mallapally, Vallankulam, Kozhenchery and Ranni. The Vallankulam bridge should be taken up first, failing which the Mallapally bridge should be taken up. The member also made reference to the construction of the Tiruvalla Market Canal.

DEWAN'S REPLY : Mr. Nilakanta Kymal, in the matter of the Tiruvalla market canal an estimate for Rs. 2,400 was sanctioned on the 4th of this month. There is a provision of Rs. 2,000 for that purpose and the work has to be done during the year 1103.

In regard to the roads in question, I will have them referred to the Chief Engineer. I will ask the Chief Engineer to go and inspect these places.

MEMBER : I will also accompany him.

DEWAN : As regards the Mallapally-Poovanakatavu bridge, the Chief Engineer has asked the Executive Engineer to submit an estimate which, when he receives it, he will scrutinise and go into the matter. The Chief Engineer visited the place only on the 16th Vrischikam, just two months ago.

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